

**S**YSTEM **P**LANNING & **A**NALYSIS **R**EPORT

**S-32**

T. H. 3  
T. H. 52 AND T. H. 55 TO SALEM CHURCH ROAD

S. P. 1927-01, 1928-01

NOVEMBER, 1970

PREPARED BY  
**OFFICE OF SYSTEM PLANNING**



**MINNESOTA  
DEPARTMENT  
OF HIGHWAYS**



# Office Memorandum

TO : Paul G. Velz  
Road Design Engineer

DATE: November 24, 1970

FROM : Douglas H. Differt, Chief  
Metropolitan Planning Section

SUBJECT: T.H. 3, T.H. 52 and T.H. 55 to Salem Church Road  
S.P. 1927-01, 1928-01  
System Planning & Analysis Report S-32

The Statewide Planning Section transmits this report in response to Gerald Pink's verbal request for the 1985 ADT, DHV, and HCA DT for the project location shown on the map on page 2.

The estimated 1985 ADT volumes are shown on the map on page 3.

For each segment numbered on the map on page 3, the following data are tabulated on pages 4-6.

- (a) Total ADT
- (b) Vehicle Type Distribution
- (c) Total HCA DT

Segment 28, with a 1985 one-way ADT of 19200, has the highest ADT on the project section of T.H. 3. The parallel section of present T.H. 3 has a 1968 one-way ADT of 2800 vehicles.

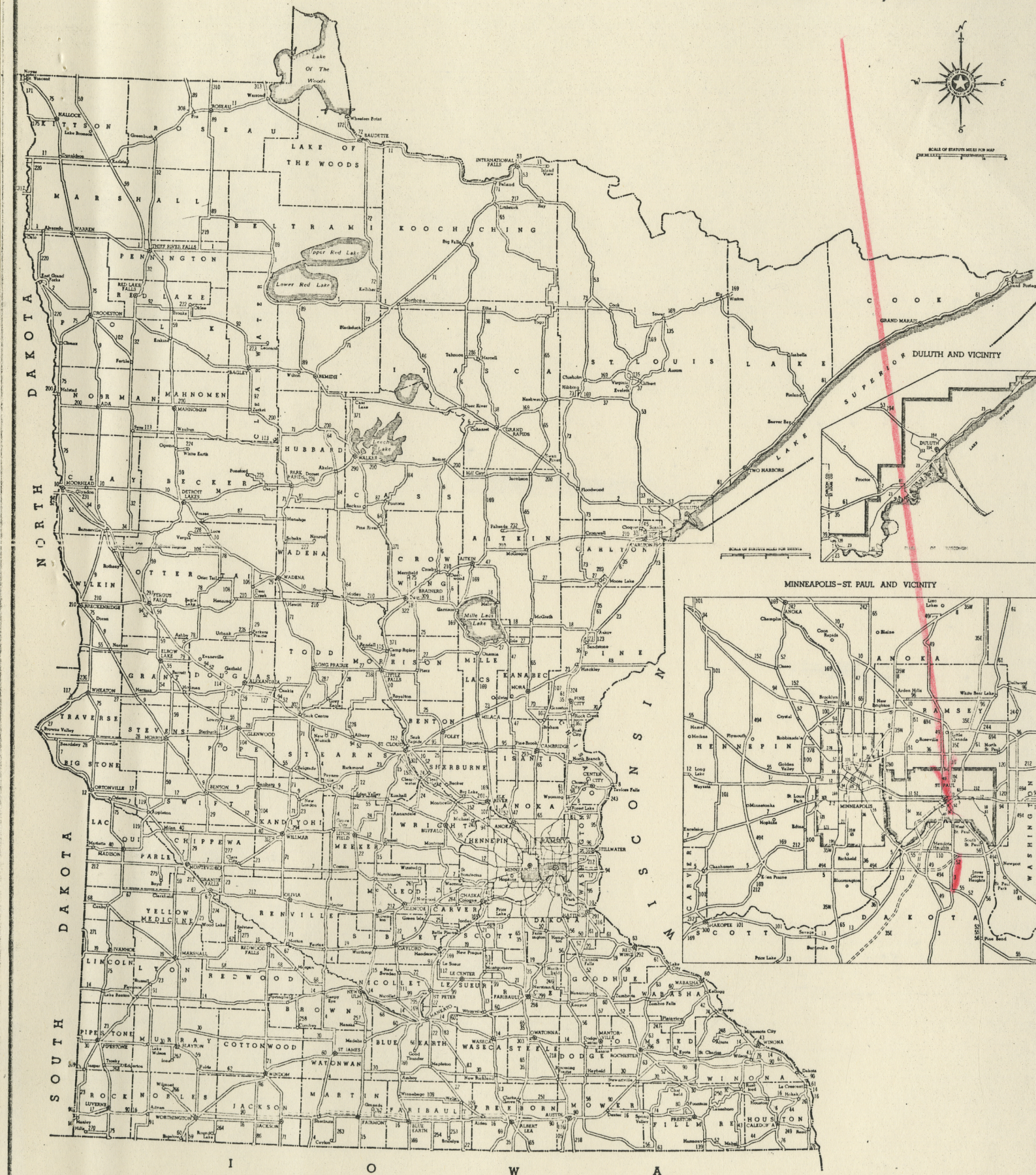
The basic data, method, and assumptions used to prepare this report are presented on page 7.

*Douglas H. Differt*  
Douglas H. Differt, Chief  
Metropolitan Planning Section

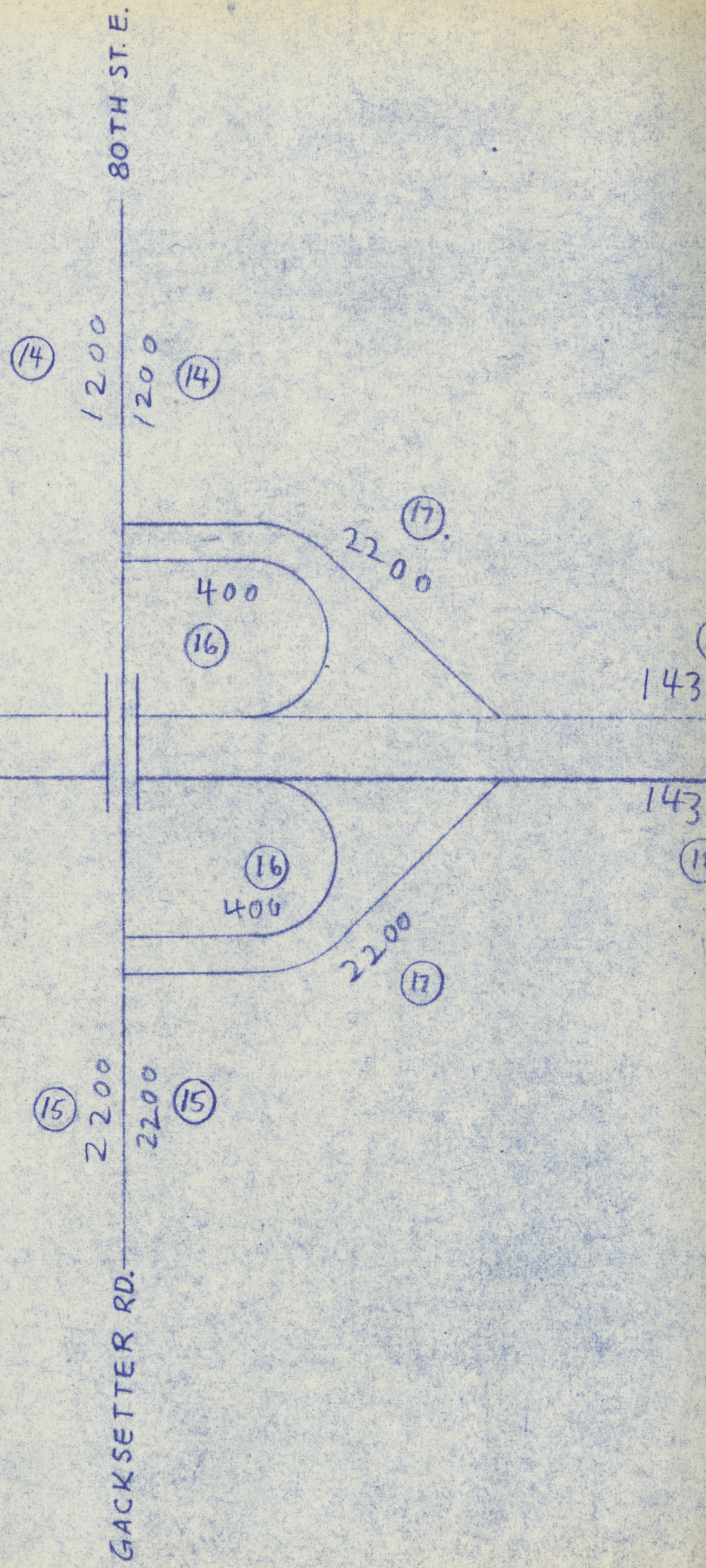
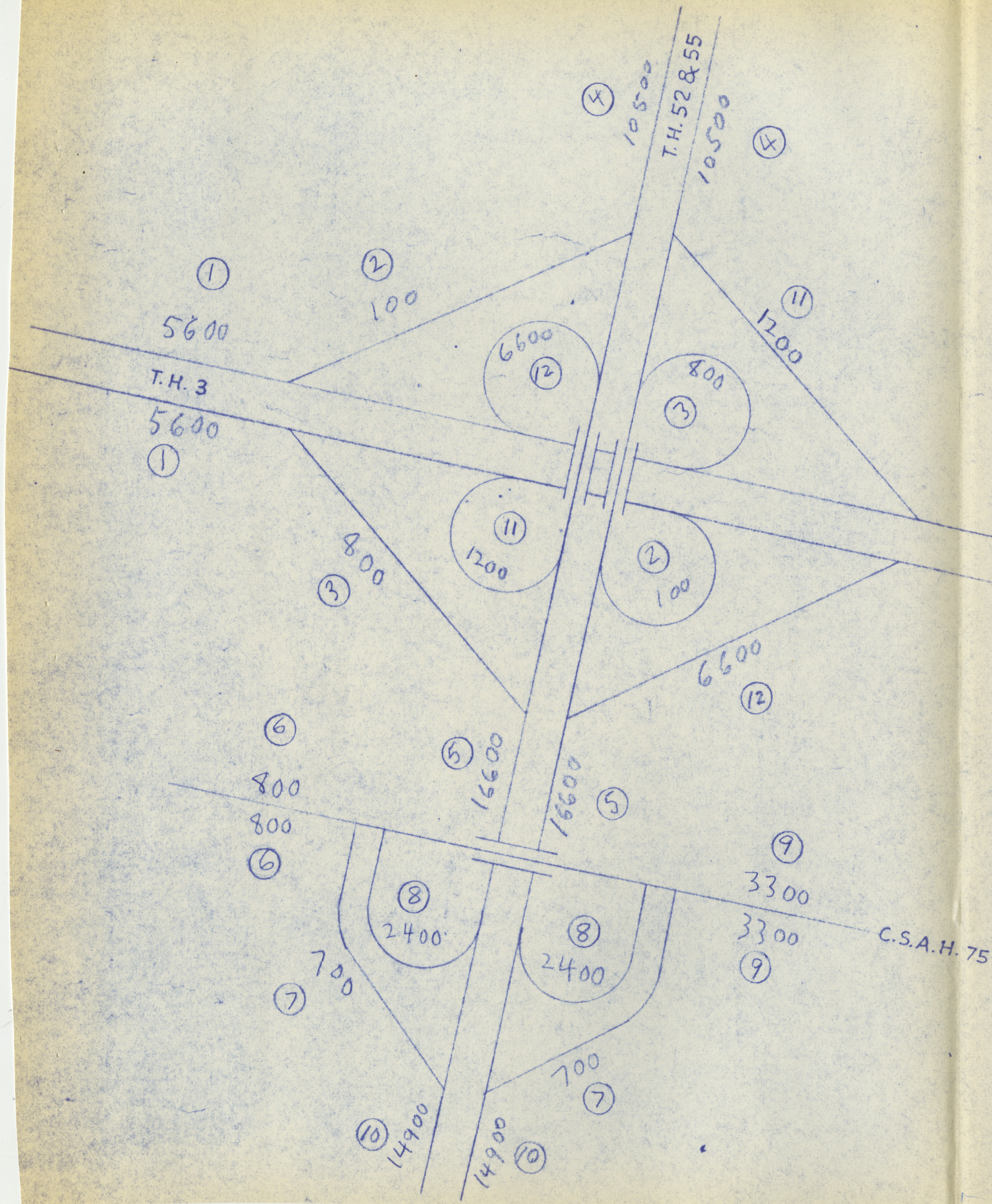
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STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
WORK MAP

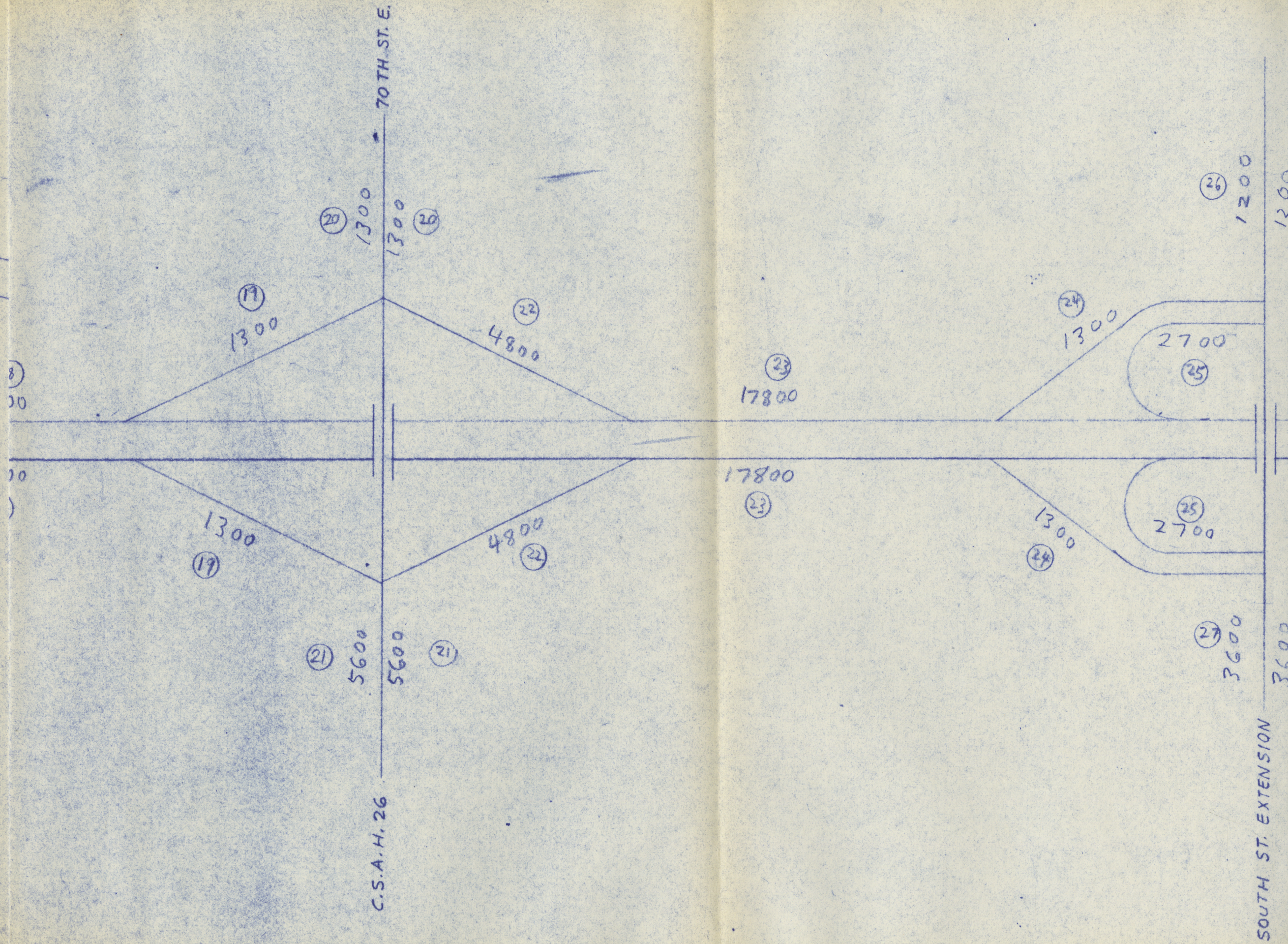
Project Location  
SP 1927 - 01, 1928 - 01



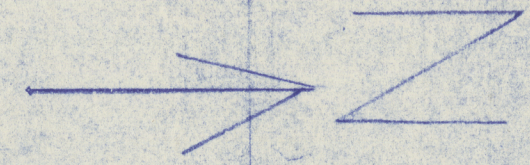












(26)

(8)

00

(28)

19200

00

19200

(28)

(27)

S - 32  
November, 1970  
TH 3  
SP 1927 - 01, 1928 - 01  
TH 52 and 55 to Salem Church Road  
Legend  
Segment Number... (28)  
1985 one-way ADT 19200  
-3-



## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 1 OF 3

## FOR

T.H. 3 S.P. 1927 - 01, 1928 - 01 LENGTH -- MILESCOUNTY Dakota LOCATION TH 52 + 55 to  
Salem Church Road

## BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

## SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS  
DEFINED ON ATTACHED INDEX MAP

VEHICLE # TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	5176	94	754	9512	15235	769	672	2309	3172	13598	1114
1	171	3	19	305	493	23	19	66	92	446	50
2	38	1	9	92	203	3	5	12	16	196	23
3	22	-	1	81	84	1	-	2	3	82	-
4	36	-	4	116	123	1	-	2	3	121	-
5	82	1	9	325	335	2	2	3	7	334	1
6	75	1	4	69	127	1	2	6	7	123	12
TOTAL ADT	5600	100	800	10500	16600	800	700	2400	3300	14900	1200
TOTAL H. COMM. ADT	424	6	46	988	1365	31	28	91	128	1302	86
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS

## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 2 OF 3

## FOR

T.H. 3 S.P. 1927 - 01, 1928 - 01 LENGTH -- MILESCOUNTY Dakota LOCATION TH 52 + 55 to  
Salem Church Road

## BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

## SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 22 AS  
DEFINED ON ATTACHED INDEX MAP

VEHICLE # TYPE	SEGMENT NUMBER										
	12	13	14	15	16	17	18	19	20	21	22
0	6177	11619	1135	2078	378	2079	13320	1224	1234	5290	4532
1	222	421	30	58	9	63	475	35	32	154	137
2	126	177	16	31	4	35	208	15	16	80	77
3	2	23	2	4	1	3	25	2	2	10	8
4	3	35	5	9	3	9	41	5	4	21	20
5	3	76	4	9	4	7	79	5	4	17	14
6	67	149	8	11	1	4	152	14	8	28	12
TOTAL ADT	6600	12500	1200	2200	400	2200	14300	1300	1300	5600	4800
TOTAL H. COMM. ADT	423	881	65	122	22	121	980	76	66	310	268
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1985 PART 3 OF 3

FOR

T.H. 3 S.P. 1927 - 01, 1928 - 01 LENGTH -- MILES

COUNTY Dakota LOCATION TH 52 + 55 to Salem Church Road

BASED ON

1985 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 23 THROUGH 28 AS  
DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	23	24	25	26	27	28					
0	16628	1219	2549	1140	3396	17958					
1	577	34	72	28	90	615					
2	270	15	41	14	46	296					
3	31	2	6	2	8	35					
4	56	5	15	4	18	66					
5	88	6	10	4	14	92					
6	150	19	7	8	28	138					
TOTAL ADT	17800	1300	2700	1200	3600	19200					
TOTAL H. COMM. ADT	1172	81	151	60	204	1242					
TOTAL DHV											
DIRECTIONAL DISTRIBUTION											

\* VEHICLE TYPE CODE

- 0 = PASSENGER CARS AND 4 TIRE TRUCKS
- 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
- 2 = SINGLE UNIT-3 AXLE TRUCKS
- 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
- 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
- 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
- 6 = BUSES AND TRUCKS WITH TRAILERS

BASIC DATA, METHOD, AND ASSUMPTIONS

The 1985 ADT and DHV are presented in SPAR M-26 transmitted on July 1, 1970. Total heavy commercial ADT is in agreement with System "14" truck study.

It is assumed that there will be a folded diamond interchange at both the junctions of Proposed TH 3 and Co. Rd. 28; and proposed TH 3 and Salem Church Road.

Other basic data include vehicle classification counts and a continuously operated traffic recorder on TH 3, three miles south of Rosemount.